

## Comment Set 4

LOS RIOS FARMS, INC.

July 7, 2003

Judy Brown  
California State Lands Commission  
100 Howe Avenue, Suite 100-South  
Sacramento, Ca 95825-8202

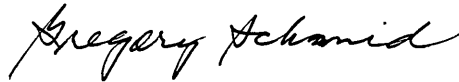
Dear Ms. Brown:

I have received notice of the proposed Concord-Sacramento petroleum pipeline which would pass through Los Rios Farms, Inc. property. The point where the pipeline crosses Putah Creek (near Davis) is important to the landowners in the area. It is significant because it potentially could impact an existing dam and creek crossing or possibly affect future improvements that we would like to make.

Because of these concerns, I request more information about the Putah Creek pipeline crossing. Further, that the pipeline plans be made so that no adverse impact is made on the dam/crossing.

Thank you for any help that you can give me.

Sincerely,



Gregory Schmid

P.O. Box 1395, Davis, CA 95617  
Telephone (530) 757-2359; Fax (530) 757-1754

4-1

## Responses to Comment Set 4

- 4-1 The Putah Creek crossing and location of the work areas are shown in the Draft EIR, Appendix 1E, Jurisdictional Delineation Maps (2240-W-521). It is not possible to determine at this time, whether the mentioned future improvements or permanent creek crossing would conflict with the location of the pipeline because there is presently no formal proposal being considered. To respond to this comment, the City of Davis was contacted to investigate whether a future crossing could be installed and city representatives indicated that lacking a formal proposal, no funding or design information exists. The proposed pipeline crossing would be performed using a horizontal directional drill, as shown in Section D.8 (Hydrology and Water Quality) Table D.8-6, page D.8-8 of the Draft EIR. This means that all construction disturbances would occur well outside of the existing creek and associated riparian zone. This should avoid any potential impact to the stream or riparian vegetation will occur, and would not be likely to disrupt any future developments in the area.

## Comment Set 5

**SOLANO COUNTY  
TRANSPORTATION DEPARTMENT**

333 Sunset Avenue, Suite 230  
Suisun City, California 94585



**Charlie A. Jones Jr., P.E.  
Director of Transportation**

Telephone (707) 421-6060  
Fax (707) 429-2894

July 10, 2003

Judy Brown  
California State Lands Commission  
100 Howe Avenue, Suite 100-South  
Sacramento, CA 95825-8202

RE: Concord to Sacramento Petroleum Products Pipeline (DEIR)

Dear Ms. Brown:

The Solano County Transportation Department has reviewed the Draft Environmental Impact Report (DEIR) for the Concord to Sacramento Petroleum Products Pipeline. Our department is concerned with the impact the construction of the pipeline will have on the adjoining county roads. Section D.12, Transportation and Traffic, of the DEIR addresses the potential impact of the project on the roads near the project. We have the following comments on the DEIR:

The project proposes to place the pipeline along approximately eighteen miles of county road and cross county roads at approximately 23 locations. It is not clear in the DEIR whether the pipeline is proposed to be located under the roadway, under the shoulder or between the shoulder and the limits of the public right of way. The impacts of the project construction are listed in Section D.12.3.3 of the DEIR. The location of the pipeline in relationship to the roadway greatly affects most of these impacts.

5-1

Solano County will require an encroachment permit for the work within the public right of way. The permit will require a Traffic Control Plan as outlined in Mitigation Measure T-1b. Also, as a minimum our department will require an agreement and security be posted to cover the cost of maintaining and repairing the roads. We will require the contractor to maintain the roads during construction and the agreement and security will be used if the contractor is not willing and/or able to keep the roads maintained and open to the public.

5-2

During the encroachment review process our department will consider the methods that will be allowed for crossing public roads. Normally we do not allow open trench crossings, as proposed, and require facilities to be placed in bores under the road.

Thank you for considering our comments. If you have any questions feel free to call Gary Crawford of my staff at 421-6069.

Sincerely,

Charlie A. Jones Jr.  
Director of Transportation

cc: Environmental Management, Matt Walsh

H:\share\gary\ConcordtoSacPipeline.ltr

## Responses to Comment Set 5

- 5-1 The highest level of detail regarding the location of the pipeline adjacent to county roads and the locations of road crossings is shown in the Draft EIR, Appendix 1E, Jurisdictional Delineation Maps. These maps generally show where the pipeline would be when it would be within the public right-of-way, although negotiations with Solano County would influence the final design. The information in Appendix 1E of the Draft EIR was used in the analysis of impacts to county roads described in Impact T-1: Roadway Blockage, Equipment Safety, and Traffic Congestion, in Section D.12.3.3 of the Draft EIR, page D.12-9. Mitigation Measure T-1a (Limit Lane Closure) would require SFPP to conduct the construction in a manner that would minimize lane closures.
- 5-2 Comment noted. Table A-1 (Permits Required) of the Draft EIR page A-1 notes that Solano County would require an encroachment permit and a discretionary agreement, and Mitigation Measure T-1b (Traffic Control Plans), on page D.12-10 of the Draft EIR, would require SFPP to prepare the Traffic Control Plan. Further, Mitigation Measure T-6a (Restoration of Roads) of the Draft EIR page D.12-14 would require restoring the condition of the roads according to the agreement required by Solano County. Any open trench road crossings would need to be negotiated between Solano County and SFPP during negotiation of this agreement.

## Comment Set 6



### CITY OF FAIRFIELD

Founded 1856

Incorporated December 12

#### DEPARTMENT OF PLANNING AND DEVELOPMENT

Home of  
Travis Air Force Base July 15, 2003

#### COUNCIL

Mayor  
Karin MacMillan  
707.428.7395  
Vice-Mayor  
Harry T. Price  
707.429.6298  
Councilmembers  
Jack Batson  
707.429.6298  
John English  
Marilyn Farley

...  
City Manager  
Kevin O'Rourke  
707.428.7400

...  
City Attorney  
Greg Stecnoch  
707.428.7419

...  
City Clerk  
Gina Merrell  
707.428.7384

...  
City Treasurer  
Oscar G. Reyes, Jr.  
707.428.7397

#### DEPARTMENTS

Community Services  
707.428.7465

...  
Finance  
707.428.7496

...  
Fire  
707.428.7375

...  
Human Resources  
707.428.7394

...  
Planning &  
Development  
707.428.7461

...  
Police  
707.428.7551

...  
Public Works  
707.428.7485

Judy Brown  
California State Lands Commission  
100 Howe Avenue, Suite 100-South  
Sacramento, CA 95825-8202

Re: Draft Environmental Impact Report, Concord to Sacramento Petroleum Pipeline


Dear Ms. Brown:

Thank you for the opportunity to comment on the proposed Concord-to-Sacramento Petroleum Products Pipeline EIR.

Overall, the EIR document appears to be a thorough analysis of potential impacts associated with the construction and operation of the pipeline. The Department of Planning and Development has prepared a list of additions and corrections that should be incorporated into the final document. In addition, the Fairfield Department of Public Works has prepared a list of comments and errata (attached) that should be addressed.

Should you have any questions regarding these comments, please feel free to call me at 707.428.7446. Charlie Beck, the City's Director of Public Works, can be reached through 707.428.7485.

Sincerely,

  
BRIAN K. MILLER  
Associate Planner

BKM:ajh

c: Charlie Beck  
Sean Quinn  
Erin Beavers  
City of Suisun  
Maureen Traut (City of Vacaville)  
Brenda Gillarde (City of Benicia)

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## Comment Set 6, cont.

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### PUBLIC WORKS DEPARTMENT INTEROFFICE MEMORANDUM

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Date: June 20, 2003  
To: Brian Miller, Associate Planner  
From: Charles J. Beck, Director of Public Works  
Subject: EIR for Kinder Morgan Pipeline

Following are my comments from the EIR:

1. On page D.9-8, Table D.9-6. The street name is East Tabor Avenue, whose right of way is entirely within the city of Fairfield, not within the city of Suisun City.
2. On page D.9-8, in the first paragraph below the table, in sentence one and sentence two, Tabor Avenue should be East Tabor Avenue. The end of the second sentence should be eliminated because East Tabor Avenue is entirely within the city of Fairfield.
3. On page D.9-22, at the end of the fifth paragraph, I cannot find figure D.4-3.
4. On page D.12-5, the table and notes are very misleading. The table lists the roads and the jurisdiction. Yet, the jurisdiction and the associated notes are not just for the road right of way, but the jurisdiction of the land on both sides of the road segments.
5. On page E-6, site number 51 in the chart, the project location should be East Tabor Avenue, not Tabor Road.
6. On page E-6, site number 57, the street is Vanden Road, not Lane.

6-1

6-2

6-3

6-4

## Comment Set 6, cont.

CITY OF FAIRFIELD  
COMMENTS  
CONCORD-TO-SACRAMENTO PETROLEUM PRODUCTS PIPELINE EIR

The list of sensitive receptors is incomplete. As the pipeline passes near key public and community gathering places, schools, and churches, the list in Table D.9-4 should be expanded to fully acknowledge these facilities.

**Table D.9-4 Segment 2 Land Use**

The proposed pipeline will be located immediately across Interstate 680 from the Southbrook and Cordelia Villages residential communities in the City of Fairfield. Oakbrook Elementary School is located in Cordelia Villages off Red Top Road. In addition, Green Valley Middle School is located at the intersection of Central Way and Link Roads.

6-5

**Segment 3 Land Use Types**

Include a reference to the Fairfield Civic Center, which includes City Hall, the Police Department, a Community Center, an Adult School, and will soon include the City's primary fire station/fire department headquarters. In addition, the Continuation High School is located between Missouri and Delaware Streets.

6-6

**Segment 4 Land Use**

While the EIR lists the Jehovah's Witnesses facility as "under construction," this major conference center/Kingdom Hall facility will be completed well before the pipeline begins construction. Persons using this facility would be exposed to health risks should the pipeline rupture. This facility should be added to the list of "sensitive receptors."

6-7

## Responses to Comment Set 6

- 6-1 From the Draft EIR Section D.9 (Land Use), Table D.9-6 has been revised in this Final EIR to note the correct street name (see Section 4, changes to page D.9-8). The text of Section D.9.1.2, Land Use, Environmental Setting, has also been revised in this Final EIR (see Section 4, changes to page D.9-8).
- 6-2 Figure D.4-3 is located in Section D.4 (Biological Resources) of the Draft EIR page D.4-78. This figure shows the Cordelia Mitigation Segment along Ramsey Road and Cordelia Road, which is defined in Mitigation Measure B-4a (Cordelia Mitigation Segment) of the Draft EIR page D.4-77.
- 6-3 Tables D.12-1 through D.12-6 in the Draft EIR pages D.12-2 through D.12-7 illustrate SFPP's understanding of the jurisdiction of each encroachment or crossing. For portions of certain roadways, including portions of East Tabor Avenue, Walters Road, and Peabody Road on page D.12-5 of the Draft EIR, SFPP understands the jurisdiction to be divided along the roadway centerline. The City of Fairfield would have additional opportunities to further clarify the boundaries of its jurisdiction during the City's permit review process shown, as shown in Table A-1 (Permits Required) of the Draft EIR page A-1.
- 6-4 Table E-1, page E-6 of the Draft EIR, has been revised (Sites #51 and 57) in this Final EIR to note the correct street names (see Section 4, changes to page E-6).
- 6-5 With this Final EIR, Table D.9-4 has been revised to note the presence of the Southbrook and Cordelia Villages residential communities and the Oakbrook Elementary School west of I-680 (see Section 4, changes to page D.9-5). The Green Valley Middle School at Central Way and Link Road would be more than 0.5 miles north of any of the pipeline alternatives considered in the analysis, beyond the study area width of approximately 1,000 feet.
- 6-6 The Fairfield Civic Center and other land uses north of SR 12 in Fairfield would generally be more than 0.5 miles from any of the alternatives considered in the analysis. The Fairfield Civic Center would be approximately 1.5 miles north of the Proposed Project, beyond the study area width of approximately 1,000 feet.
- 6-7 The text of this Final EIR has been revised to note the Jehovah's Witness Kingdom Hall facility as a sensitive receptor that is under construction. Table D.9-6 has been revised in the land use discussion to clarify the surrounding uses (see Section 4, changes to page D.9-8).



## Comment Set 7



**BAY AREA**  
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**SACRAMENTO**  
928 Second Street, Suite  
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Fax: 916.446.2253

[www.rebuildca.org](http://www.rebuildca.org)

July 16, 2003

Ms Judy Brown  
California State Lands Commission  
100 Howe Avenue, Suite 100-South  
Sacramento, CA 95825-8202

RE: SCH No. 2002022010 – EIR 711

Dear Ms Brown,

I am writing in response to the California State Lands Commission's release of the Draft Environmental Impact Report (EIR) on the Concord to Sacramento Petroleum Products Pipeline. Of particular interest to me in this EIR is the question of tanker truck transportation of petroleum products through Solano County.

Demand for petroleum products rises with economic growth. Without construction of this pipeline, products will continue to get to market by tanker truck.

It is estimated that without the increased capacity that the proposed pipeline will provide, an additional 45,000 tanker truck trips per year will be needed to move petroleum products between refineries in Contra Costa County and West Sacramento. That means 45,000 additional trips through one of the Bay Area's most congested corridors – Interstates 80 and 680. These increased truck trips are not addressed in the Draft EIR.

In addition to increased traffic congestion, these increased tanker trips mean a greater risk of accidents and spills in local communities. The

7-1

A Labor Management Partnership to Build a Better California

Associated  
General Contractors  
of California

Operating  
Engineers Local Union #3

Engineering  
and Utility Contractors  
Association

Northern  
California District Council  
of Laborers

Association of  
Engineering Construction  
Firms/Invers

## Comment Set 7, cont.

Draft EIR states that moving petroleum products by pipeline is the safest method of transport – up to 300 times safer than trucks.

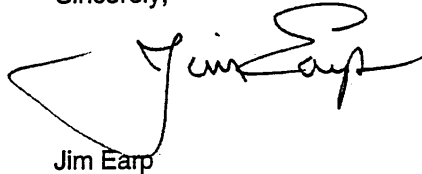
7-1

Increased traffic congestion also means increased air pollution. The Final EIR should also address the ambient air quality impacts resulting from an additional 45,000 tanker truck trips per year. Solano County works diligently to meet ambient air quality standards for ozone. If federal air quality standards are not met, it will affect our ability to secure funding for badly needed transportation projects.

The California Alliance for Jobs represents 1,700 heavy construction contractors and over 50,000 Operating Engineers and Laborers Union Members. We are advocates for investment in public infrastructure, including transportation.

Moving petroleum products by tanker truck is not an acceptable alternative. The proposed pipeline is the safest method and will have the least effect on local traffic, safety and air quality. I appreciate your consideration of and approval of the proposed pipeline.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Earp". The signature is stylized with a large, sweeping initial "J" and a long, horizontal stroke extending to the right.

Jim Earp  
Executive Director

## Responses to Comment Set 7

- 7-1 The environmental impacts of transporting petroleum products under the No Project Alternative are discussed throughout the Draft EIR. The risk of accidents from tanker trucks is analyzed and is found to be a significant impact in Section D.2.5, Impact S-4: Accidents, Injuries, and Fatalities during Product Transport, on pages D.2-54 through D.2-55 of the Draft EIR. Other impacts to traffic and air quality caused by trucking under the No Project Alternative are discussed in the Draft EIR, Section D.12.5 (page D.12-21) and Section D.3.5 (page D.3-19), respectively.

